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ANNUAL REPORT  
OF THE  
DEPARTMENT OF  
RAILWAYS

OF THE  
PROVINCE OF ALBERTA  
1924

PRINTED BY ORDER OF THE LEGISLATIVE ASSEMBLY



EDMONTON:  
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1925





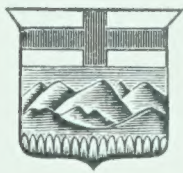


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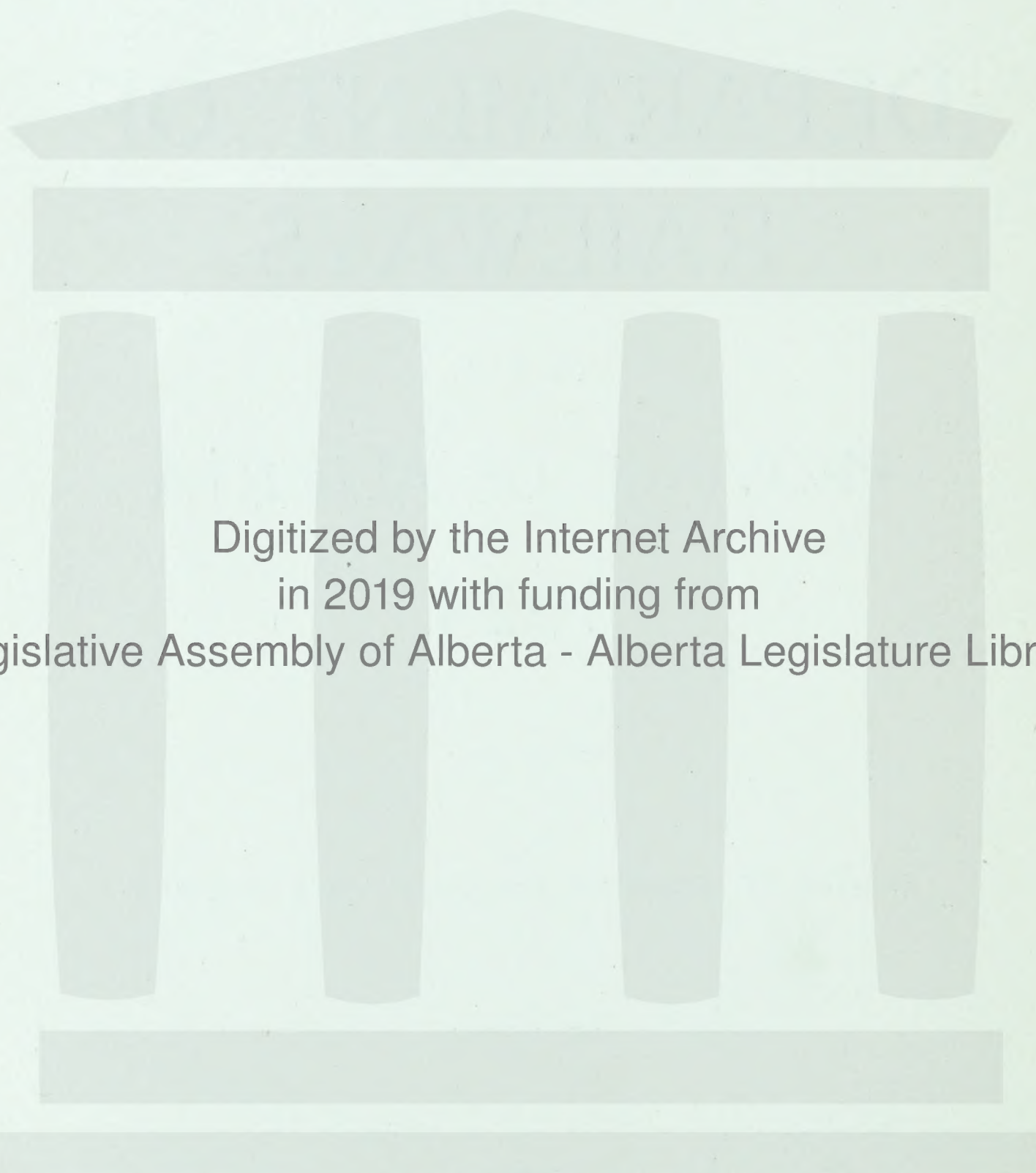
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EDMONTON, JANUARY 1ST, 1925.

*To His Honour*

ROBERT GEORGE BRETT,

*Lieutenant Governor of the Province of Alberta,*

Edmonton, Alberta.

SIR,—I have the honour to transmit the Thirteenth Annual Report of the Department of Railways for the year ending December 31st, 1924.

I have the honour to be, Sir,

Your obedient Servant,

VERNOR W. SMITH,

*Minister of Railways and Telephones.*





REPORT OF THE DEPUTY MINISTER  
DEPARTMENT OF RAILWAYS AND TELEPHONES

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EDMONTON, ALBERTA, JANUARY 1ST, 1925.

THE HONOURABLE VERNOR W. SMITH,  
*Minister of Railways and Telephones,*  
Edmonton, Alberta.

SIR,—I have the honour to submit herewith the Annual Report of the Railways Branch of the Department of Railways and Telephones for the year ending December 31st, 1924.

Surveying the Western Provinces as a whole a marked revival in railway construction has been noticeable during the past year, 622 miles of new line having been constructed west of Port Arthur during 1924. This is the largest gain in new railway mileage for any year since 1915. Of the above mileage 44 miles were in the Province of Alberta, the new mileage being distributed as follows: Canadian Pacific Railway (Boundary to Schuler), 15 miles; Edmonton, Dunvegan & B. C. Railway (Grande Prairie Branch), 15 miles; Central Canada Railway, 13 miles; Canadian National Railways, 1 mile.

The activities of the Department in connection with the operation and administration of the Alberta & Great Waterways and Lacombe & North-Western Railways and the construction of the extensions to the Edmonton, Dunvegan & B. C. and Central Canada Railways authorized by the Legislature are dealt with hereunder.

ALBERTA AND GREAT WATERWAYS RAILWAY.

Comparatively little in the way of capital expenditure was incurred on this railway during the year 1924, the efforts of the company being confined chiefly to works of renewal and the general maintenance and operation of the line. Approximately 67,000 ties were renewed during the season, 26,000 of these being placed south of Lac La Biche and 41,000 north of that point.

Further repairs to bridges were found necessary during the year, an amount of approximately \$7,800.00 being expended on this account. Fifty-one bents were completely re-driven and a large number of single piles were cut out and replaced with new piles. Batter piles were also driven at all points where they were required.

Approximately 15,000 cu. yds. of ballast was placed in the track during the early part of the season, this material having



been distributed along the track in the course of the previous year's ballasting operations.

A new siding about 1,000 ft. in length was constructed at Excelsior, Mile 2.7, and about twenty cars of grain have been shipped from this point during the past grain-shipping season.

A private spur, 260 ft. in length, was installed for a saw-mill at Mile 100.8.

For the purpose of facilitating switching operations the elevator track at Egremont was extended a distance of 360 ft. and connected with the passing-track.

About one mile of right-of-way was fenced in the vicinity of Newbrook.

The ditcher machine was placed in service for about one month, most of this time being spent in cleaning out slides in cuts between Mile 275 and Mile 281, along Deep Creek.

With the object of obtaining a satisfactory quality of water for the supply at Lac La Biche, an intake pipe was extended from the well out into the lake for a distance of 320 ft. This has resulted in the desired improvement in the water now obtained from the well.

The operations of the Alberta & Great Waterways Railway for the past year compared favorably with the year 1923, showing a net improvement of \$42,504.12. This satisfactory result was largely due to reductions in expenditure, the increase in revenue being only \$2,517.09.

#### LACOMBE AND NORTH-WESTERN RAILWAY.

Additional shipping facilities were provided on this railway during the year 1924, these consisting of a grain-loading platform constructed at Kasha, and a stockyard erected at Aspen Beach.

Apart from these works only such expenditures were undertaken as were necessary to maintain the line in a condition of reasonable operating efficiency.

About 6,000 ties were renewed during the season, practically all of these being placed between Mile 0 and Mile 19.

Revenues of the Lacombe & North-Western Railway for the year 1924 were practically the same as the previous year, an improvement of only \$220.43 being recorded. Owing, however, to unavoidable increase in expenditures, partly attributable to adverse weather conditions during the month of December, there is a net deficit in operating account during the year of \$772.55.

#### EDMONTON, DUNVEGAN & B. C. RAILWAY EXTENSION.

Grading operations on this extension were resumed on April 24th, 1924, and track was laid to Wembley, the present end of steel, on September 3rd. Suitable ballasting material was found



in the vicinity of the railway at Mile 54, a spur track about three-quarters of a mile in length being required to reach the deposit. A total of 50,342 cu. yds. of ballast was distributed and placed in the track on this extension, this giving an average of 3,356 cu. yds. per mile.

A pile and frame trestle bridge of 42 bents was constructed across Bear Creek, at Mile 50.2. A pile bridge of 4 bents was erected at Mile 53.8 and a pile and frame trestle bridge of 15 bents was constructed across Spring Creek at Mile 58.0.

The right-of-way has been fenced throughout with standard five-strand woven-wire fencing and a telephone line consisting of two wires supported on cross-arms was erected between Grande Prairie and Wembley.

A station-building, size 24 ft. x 47 ft., was constructed at Wembley, provided with Agent's living quarters, and 200 ft. of platform, and equipped with a hot-air heating installation. At Dimsdale siding (Mile 58.6), a portable station-building, 12 ft. x 32 ft., with platform 104 ft. long, has been provided.

Combination loading-platforms and stockyards were constructed at Dimsdale and Wembley, the stockyard at the former siding having two pens, while that at Wembley is provided with four pens.

Standard section-men's and section-foremen's bunk-houses, 12 ft. x 32 ft., were placed at both Dimsdale and Wembley. A bunk-house for the engine-men was also provided at the latter point.

A two-stall engine-house, size 40 ft. x 90 ft., with boiler-house addition at the rear, was constructed at Wembley. This engine-house was equipped with a 30 h.p. boiler for supplying steam heat to the passenger-train equipment while laying over at Wembley and for other purposes. A water supply was also installed at this point, the supply being obtained from a drilled well, and a 5,000-gal. tank being placed in the engine-house.

A coal-dock, size 14 ft. x 56 ft., was constructed at Wembley, while section tool-houses were provided at both Dimsdale and Wembley.

Snow-fences were placed at all points along the line where they appeared to be required, and fire-guards were plowed on the lands adjacent to the right-of-way wherever practicable.

The amount expended on this extension to December 31st, 1924, was \$361,843.13, while outstanding accounts amount to a further sum of approximately \$17,000.00, making the total cost to construct \$378,843.13, or an average cost per mile of approximately \$25,300.00. The amount appropriated for this extension at the 1922 session of the Legislature was \$410,000.00, so that this extension has been constructed for a sum approximately \$31,000.00 less than the amount appropriated for the work.

The extension was taken over for operation by the Edmonton, Dunvegan & B. C. Railway Company on November 17th, 1924.



## CENTRAL CANADA RAILWAY EXTENSION.

Construction of the grade on this extension was resumed on May 12th, 1924. Both on this work and on the Grande Prairie extension construction operations were severely retarded by unfavorable weather conditions during the latter part of the working season. However, notwithstanding the adverse conditions, the Central Canada Railway Extension was carried to completion and the line was turned over to the Railway Company for operation on December 9th, 1924.

A ballast pit of satisfactory material was located north of the railway in the vicinity of Mile 78. A spur track about one mile in length was laid to this pit, and a total of 41,680 cu. yds. of gravel was distributed and placed in the track. This amount gives an average of 3,206 cu. yds. per mile.

The right-of-way was fenced throughout with standard five-strand woven-wire fencing and a two-wire telephone line was erected from Berwyn to Whitelaw, the new end of steel.

A portable station-building, 12 ft. x 32 ft., with platform 104 ft. long, was placed at Brownvale (Mile 77.6), while a portable station-building 12 ft. x 32 ft., fitted for the accommodation of Agent, with a portable freight-shed adjoining, was placed at Whitelaw. A station-platform, 200 ft. in length, was also constructed at the latter point.

On account of the small grain elevator capacity available at Whitelaw siding, and in compliance with a request from shippers, an extra large grain-loading platform of sufficient length to accommodate four cars was constructed at that point. A two-pen stockyard was also erected at Whitelaw. A combination loading-platform and stockyard was provided at Brownvale siding.

Standard section-men's and section-foremen's bunk-houses, 12 ft. x 32 ft., were provided at both Brownvale and Whitelaw.

A two-stall engine-house, size 40 ft. x 90 ft., was constructed at Whitelaw, and a coal-deck, 15 ft. x 56 ft., was also erected at that siding.

At Mile 75.7, a permanent water station was installed, the supply being obtained from a dug well located on the railway right-of-way. A standard 25,000-gal. enclosed wooden tank was erected at that point, this tank having been obtained from the water station at Mile 166 on the Alberta & Great Waterways Railway, where it had never been used in connection with the operation of the railway since its erection in July, 1921. A pump-house, 14 ft. x 16 ft., also obtained from Mile 166, Alberta & Great Waterways Railway, was re-erected at this water station and a cottage, size 12 ft. x 12 ft., was provided for the accommodation of the pump-man.

Snow-fences were placed along the railway at all points where they appeared to be required.



The amount expended on the Central Canada Railway Extension to December 31st, 1924, was \$288,978.96. Outstanding accounts amount to a further sum of approximately \$17,000.00, making the total cost of construction \$305,978.96, or an average cost per mile of approximately \$23,500.00. The amount appropriated at the 1922 session of the Legislature for this extension was \$331,000.00, so that this work will have been completed for a sum approximately \$25,000.00 less than the amount appropriated.

I append hereto the following schedules:

Schedule "A",—Statement of Railway Mileage of Alberta, 1905-1924.

Schedule "B",—Statement of Railway Mileages of the Western Provinces, 1923-1924.

Schedule "C",—Statement of Guaranteed Railway Securities authorized by the Provincial Legislature.

Schedule "D",—Statement of Issued Railway Securities guaranteed by the Province of Alberta.

Schedule "E",—Statement of Railway Companies incorporated by Statutes of the Province of Alberta from 1905 to 1924 inclusive.

Schedule "F",—Statement of Expenditures made by the Lacombe & North-Western Railway Company from monies loaned to it by the Province of Alberta from January 1st, 1924, to December 31st, 1924.

I have the honour to be, Sir,

Your obedient Servant,

JOHN CALLAGHAN,

*Deputy Minister*



## SCHEDULE "A"

## STATEMENT OF RAILWAY MILEAGE OF ALBERTA.

1905-1924.

			<i>Total Mileage</i>
1905	Canadian Pacific Railway.....	1060	1060
1906	Canadian Pacific Railway.....	1061	
	Canadian Northern Railway.....	178	1239
1907	Canadian Pacific Railway.....	1106	
	Canadian Northern Railway.....	220	1326
1908	Canadian Pacific Railway.....	1106	
	Canadian Northern Railway.....	220	
	Grand Trunk Pacific Railway.....	40	1366
1909	Canadian Pacific Railway.....	1156	
	Canadian Northern Railway.....	220	
	Grand Trunk Pacific Railway.....	129	1505
1910	Canadian Pacific Railway.....	1269	
	Canadian Northern Railway.....	220	
	Grand Trunk Pacific Railway.....	293	1782
1911	Canadian Pacific Railway.....	1387	
	Canadian Northern Railway.....	329	
	Grand Trunk Pacific Railway.....	384	2100
1912	Canadian Pacific Railway.....	1480	
	Canadian Northern Railway.....	912	
	Grand Trunk Pacific Railway.....	638	
	Edmonton, Dunvegan & B. C. Railway	25	3055
1913	Canadian Pacific Railway.....	1638	
	Canadian Northern Railway.....	1171	
	Grand Trunk Pacific Railway.....	707	
	Edmonton, Dunvegan & B. C. Railway	131	3647
1914	Canadian Pacific Railway.....	1887	
	Canadian Northern Railway.....	1188	
	Grand Trunk Pacific Railway.....	707	
	Edmonton, Dunvegan & B. C. Railway	240	
	Alberta & Great Waterways Railway..	75	4097
1915	Canadian Pacific Railway.....	1909	
	Canadian Northern Railway.....	1247	
	Grand Trunk Pacific Railway.....	707	
	Edmonton, Dunvegan & B. C. Railway	337	
	Alberta & Great Waterways Railway..	175	
	Central Canada Railway.....	48	4423
1916	Canadian Pacific Railway.....	1920	
	Canadian Northern Railway.....	1250	
	Grand Trunk Pacific Railway.....	707	
	Edmonton, Dunvegan & B. C. Railway	403	
	Alberta & Great Waterways Railway..	223	
	Central Canada Railway.....	49	4557
1917	Canadian Pacific Railway.....	1920	
	Canadian Northern Railway.....	1193	
	Grand Trunk Pacific Railway.....	643	
	Edmonton, Dunvegan & B. C. Railway	408	
	Alberta & Great Waterways Railway..	272	
	Central Canada Railway.....	49	
	Lacombe & Blindman Valley E. Railway	20	4505



## SCHEDULE "A"—(Continued)

			<i>Total Mileage</i>
1918	Canadian Pacific Railway.....	1920	
	Canadian Northern Railway.....	1195	
	Grand Trunk Pacific Railway.....	640	
	Edmonton, Dunvegan & B. C. Railway	408	
	Alberta & Great Waterways Railway..	287	
	Central Canada Railway.....	49	
	Lacombe & Blindman Valley E. Railway	20	4519
1919	Canadian Pacific Railway.....	1920	
	Canadian National Railways.....	1306	
	Grand Trunk Pacific Railway.....	640	
	Edmonton, Dunvegan & B. C. Railway	408	
	Alberta & Great Waterways Railway..	294	
	Central Canada Railway.....	49	
	Lacombe & North-Western Railway...	33	4650
1920	Canadian Pacific Railway.....	1921	
	Canadian National Railways.....	1361	
	Grand Trunk Pacific Railway.....	640	
	Edmonton, Dunvegan & B. C. Railway	408	
	Alberta & Great Waterways Railway..	284	
	Central Canada Railway.....	49	
	Lacombe & North-Western Railway...	33	4696
1921	Canadian Pacific Railway.....	1974	
	Canadian National Railways.....	1373	
	Grand Trunk Pacific Railway.....	643	
	Edmonton, Dunvegan & B. C. Railway	408	
	Alberta & Great Waterways Railway..	282	
	Central Canada Railway.....	72	
	Lacombe & North-Western Railway...	37	4789
1922	Canadian Pacific Railway.....	1993	
	Canadian National Railways.....	1363	
	Grand Trunk Pacific Railway.....	611	
	Edmonton, Dunvegan & B. C. Railway	408	
	Alberta & Great Waterways Railway..	282	
	Central Canada Railway.....	72	
	Lacombe & North-Western Railway...	49	4778
1923	Canadian Pacific Railway.....	1994	
	Canadian National Railways.....	1973	
	Edmonton, Dunvegan & B. C. Railway	408	
	Alberta & Great Waterways Railway..	282	
	Central Canada Railway.....	72	
	Lacombe & North-Western Railway...	49	4778
1924	Canadian Pacific Railway.....	2009	
	Canadian National Railways.....	1974	
	Edmonton, Dunvegan & B. C. Railway	423	
	Alberta & Great Waterways Railway..	282	
	Central Canada Railway.....	85	
	Lacombe & North-Western Railway...	49	4822



## SCHEDULE "B"

STATEMENT OF RAILWAY MILEAGES OF THE WESTERN  
PROVINCES, 1923-1924.

## ONTARIO

*West of Port Arthur*

	December 31st 1923	December 31st 1924
Canadian Pacific Railway.....	334	334
Canadian National Railways.....	684	816
	—— 1018	—— 1150

## MANITOBA

Canadian Pacific Railway.....	1739	1739
Canadian National Railways.....	2652	2652
Great Northern Railway.....	237	237
	—— 4628	—— 4628

## SASKATCHEWAN

Canadian Pacific Railway.....	2915	3304
Canadian National Railways.....	3627	3684
	—— 6542	—— 6988

## ALBERTA

Canadian Pacific Railway.....	1994	2009
Canadian National Railways.....	1973	1974
Edmonton, Dunvegan & B. C. Railway..	408	423
Alberta & Great Waterways Railway...	282	282
Central Canada Railway.....	72	85
Lacombe & North-Western Railway....	49	49
	—— 4778	—— 4822

## BRITISH COLUMBIA

Canadian Pacific Railway.....	1321	1321
Canadian National Railways.....	1283	1283
Great Northern Railway.....	424	424
Pacific Great Eastern Railway.....	395	395
Kettle Valley Railway.....	329	329
	—— 3752	—— 3752
Total Mileage .....	20,718	21,340



## SCHEDULE "C"

STATEMENT OF GUARANTEED RAILWAY SECURITIES  
AUTHORIZED BY THE PROVINCIAL  
LEGISLATURE.

## CANADIAN NORTHERN RAILWAY

<i>Line of Railway</i>	<i>Authorized Guarantee per Mile</i>	<i>Mileage Authorized</i>	<i>Mileage Completed</i>
From Strathcona via Camrose and Calgary to Lethbridge.....	\$15,000	355	230
From Camrose to Vegreville.....	15,000	50	46.44
From crossing of second above line and Little Bow, south via Mac- leod to International Boundary	15,000	110	Nil
From near Macleod to western boundary.....	15,000	65	Nil
From near Cardston to western boundary .....	15,000	35	Nil
From Calgary via Cochrane to the east side of Rocky Mountain Park .....	15,000	50	Nil
From near Morinville easterly.....	15,000	40	Nil
From Morinville to Athabasca Land- ing .....	15,000	72.3	72.3
From Mile 175 of the Goose Lake to Munson .....	15,000	127.5	127.5

## CANADIAN NORTHERN WESTERN RAILWAY

From Athabasca Landing to Fort McMurray .....	\$15,000	175	Nil
From first above line east to Lac La Biche .....	15,000	40	Nil
From Athabasca Landing north of Lesser Slave Lake to Peace River Crossing .....	15,000	100	Nil
From Onoway northwest to Pine River Pass .....	20,000	250	72.4
From Oliver northeast to St. Paul de Metis .....	18,000	100	100
From Bruderheim via Vermilion, Wainwright and Medicine Hat to International Boundary with a branch northwest of Vermilion to eastern boundary.....	13,000	200	50.25
From Calgary northwest to Brazeau Line .....	13,000	100	Nil
From Camrose southeast .....	13,000	80	59.7
From Strathcona southwest via Cochrane to Pincher Creek....	15,000	100	1.29
From Blackfalds to Goose Lake Line	13,000	118.5	60.60
From Blackfalds west to Brazeau River .....	25,000	114.07	114.07

## GRAND TRUNK PACIFIC BRANCH LINES COMPANY

From Tofield to Calgary.....	\$15,000	201.5	201.5
From Bickerdike southwesterly.....	20,000	58	58



## DEPARTMENT OF RAILWAYS

## SCHEDULE "C"—(Continued)

## EDMONTON, DUNVEGAN AND BRITISH COLUMBIA RAILWAY

<i>Line of Railway</i>	<i>Authorized Guarantee per Mile</i>	<i>Mileage Authorized</i>	<i>Mileage Completed</i>
From Edmonton, northwest via Dunvegan to western boundary....	\$20,000	411	358
From Spirit River to Grande Prairie	20,000	60	50

## ALBERTA &amp; GREAT WATERWAYS RAILWAY

From Edmonton to a point at or near Fort McMurray (including sidings) .....	\$ 20,000	350	300
Terminals .....	400,000		

## CENTRAL CANADA RAILWAY

From McLennan to Peace River and west .....	\$20,000	100	49
From a point on the Edmonton, Dunvegan and B. C. Railway to Grouard .....	20,000	14	Nil

## LACOMBE &amp; BLINDMAN VALLEY ELEC. RAILWAY

From Lacombe west .....	\$ 7,000	39.10	39.10
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## SCHEDULE "D"

STATEMENT OF ISSUED RAILWAY SECURITIES  
GUARANTEED BY THE PROVINCE OF  
ALBERTA.

<i>Railway</i>	<i>Par Value of Securities</i>	<i>Interest Rate</i>	<i>Year When Due</i>
Canadian Northern Railway.....	\$9,726,364.24	4%	1939
Canadian Northern Western Railway .....	6,424,000.00	4%	1942
	2,799,997.73	4½ %	1943
Grand Trunk Pacific Branch Lines	2,430,000.00	4%	1939
	1,159,596.00	4%	1942
Edmonton, Dunvegan and B. C. Railway .....	7,000,000.00	4%	1942
	2,420,000.00	4½ %	1944
Alberta & Great Waterways Railway .....	7,400,000.00	5%	1959
Central Canada Railway.....	2,000,000.00	5%	1925
Lacombe & North-Western Railway	273,700.00	5%	1943



## SCHEDULE "E"

STATEMENT OF RAILWAY COMPANIES INCORPORATED  
BY STATUTES OF THE PROVINCE OF ALBERTA  
FROM THE YEAR 1905 TO THE YEAR  
1924 INCLUSIVE.

<i>Name</i>	<i>Authorizing Statute</i>	<i>Amending Acts</i>
Alberta and Great Waterways Railway Company .....	1909, Ch. 46	1909, Ch. 16 & 46 1910 (2), Ch. 9 & 11 1913 (2), Ch. 6, S. 1 1915, Ch. 2, S. 10
Alberta Metropolitan Railway Company .....	1911-1912, Ch. 33	1913 (1), Ch. 47
Alberta Midlands Railway Com- pany .....	1909, Ch. 45	
Alberta North-Western Railway Company .....	1906, Ch. 53	1908, Ch. 29 1909, Ch. 47 1910 (2), Ch. 46 1913 (1), Ch. 9, S. 14
Alberta Oil, Coal and Wheat Railway Company .....	1906, Ch. 48	1909, Ch. 51
Alberta Pacific Railway Com- pany .....	1910 (2), Ch. 47	1912, Ch. 30
Alberta Southern Railway Com- pany .....	1906, Ch. 52	
Alberta Saskatchewan Central Railway Lines .....	1910 (1), Ch. 18	
Alberta Western Railway Com- pany .....	1910 (2), Ch. 53	
Alberta-Hudson's Bay Railway Company .....		
(See High River & Hudson's Bay Railway Company)		
Athabasca & Fort Vermilion Railway Company .....	1915, Ch. 33	
Athabasca Valley Railway Com- pany .....	1911-1912, Ch. 31	1913 (2), Ch. 41 1914, Ch. 35 1917, Ch. 51
Bassano Electric Railway Com- pany .....	1911-1912, Ch. 38	1913 (2), Ch. 2, S. 24
Bassano & Bow Valley Railway Company .....	1915, Ch. 34	
Bow River Collieries Railway Company .....	1908, Ch. 28	1910 (1), Ch. 21 1913 (1), Ch. 45
Brule Lake Railway Company...	1913 (1), Ch. 41	1915, Ch. 35 1917, Ch. 52
Burmis-Carbon Railway Company	1924, Ch. 47	
Calgary-Knee Hill Railway Com- pany .....	1907, Ch. 26	1909, Ch. 41
Calgary Petrol Interurban Rail- way Company .....	1913 (2), Ch. 42	
Calgary South-East Electric Railway Company .....	1911-1912, Ch. 37	



## SCHEDULE "E"—(Continued)

<i>Name</i>	<i>Authorizing Statute</i>	<i>Amending Acts</i>
Calgary and South-Western Rail- way Company .....	1918, Ch. 57	1921, Ch. 71 1923, Ch. 61
Calgary, Carbon and Red Deer Railway Company .....		1911-1912, Ch. 32
(See Knee Hill Railway)		
Canadian-American Collieries, Ltd.	1923, Ch. 68	
Canadian Northern Western Rail- way Company .....	1910 (2), Ch. 48	1911-1912, Ch. 29 1913 (1), Ch. 40 1915, Ch. 2, S. 8 1910 (1), Ch. 20
Carbon Hill Railway Company...	1908, Ch. 39	
Canmore Railway Company.....	1916, Ch. 43	
Central Canada Railway Company	1913 (1), Ch. 46	1914, Ch. 30 1915, Ch. 36 1917, Ch. 53
Chestermere and Calgary Subur- ban Railway Company.....	1910 (2), Ch. 52	1913 (1), Ch. 49 1914, Ch. 34
Chinook Railway Company.....	1913 (1), Ch. 39	
Cochrane and South-Western Rail- way Company .....	1911-1912, Ch. 34	
Crow's Nest Pass Street Railway Company .....	1911-1912, Ch. 41	
Crow's Nest and Prairie Electric Railway Company .....	1907, Ch. 28	
Crow's Nest and Tent Mountain Railway Company .....	1917, Ch. 54	
Diamond Railway Company.....	1917, Ch. 25	
Edmonton and Athabasca Railway Company .....	1906, Ch. 51	
Edmonton Interurban Railway Company .....	1910 (2), Ch. 49	1911-1912, Ch. 36
Edmonton North-Western Radial Railway Company .....	1914, Ch. 32	
Edmonton Radial Tramways.....	1908, Ch. 33	1909, Ch. 28 1911-1912, Ch. 68, S.11
Edmonton, Stony Plain and Wab- amun Railway Company.....	1913 (1), Ch. 54	1915, Ch. 37
Elbow River Suburban Railway Company .....	1913 (1), Ch. 51	1915, Ch. 38
High River and Hudson's Bay Railway Company .....	1910 (2), Ch. 51	1913 (1), Ch. 42 1914, Ch. 33 1916, Ch. 42 1917, Ch. 55
Alberta Hudson's Bay Railway Company .....		1920, Ch. 48
Knee Hill Railway Company.....	1907, Ch. 27	1911-1912, Ch. 32
Kootenay, Alberta and Athabasca Railway Company .....	1906, Ch. 49	
Kootenay and Alberta Railway Company .....	1909, Ch. 44	
Lacombe and Blindman Valley Electric Railway Company.....	1909, Ch. 48	1910 (2), Ch. 55 1913 (1), Ch. 53 1917, Ch. 23 1919, Ch. 29
Lacombe and North-Western Rail- way Company .....		1921, Ch. 55
Lacombe and Brosseau Railway Company .....	1910 (1), Ch. 19	



## SCHEDULE "E"—(Continued)

<i>Name</i>	<i>Authorizing Statute</i>	<i>Amending Acts</i>
Lacombe, Bullockville and Alix Electric Railway Company.....	1909, Ch. 49	1910 (2), Ch. 54
Lethbridge Radial Tramway Com- pany .....	1907, Ch. 30	1913 (1), Ch. 52
Luscar Collieries, Ltd.....	1921, Ch. 78	
Magrath Railway Company.....	1911-1912, Ch. 35	
Maharg Electric Railway Company	1911-1912, Ch. 39	
Medicine Hat Electric Railway Company .....	1911-1912, Ch. 40	
Medicine Hat Central Railway Company .....	1919, Ch. 60	
Medicine Hat & Southern Rail- way Company .....	1913 (1), Ch. 50	
Medicine Lake Collieries Railway	1924, Ch. 46	
Peace River & Great Western Railway Company .....	1910 (2), Ch. 50	1913 (1), Ch. 38
Pincher Creek, Cardston, Mon- tana Railway Company.....	1906, Ch. 48	1909, Ch. 51
Pincher Creek & Southern Rail- way Company .....	1909, Ch. 38	
Red Deer Railway Company.....	1907, Ch. 29	1909, Ch. 39
Red Deer Valley Railway Com- pany .....	1917, Ch. 56	
Royal Collieries Railway Company	1909, Ch. 37	
Smoky Valley and Peace River Railway Company .....	1915, Ch. 39	
South-East Calgary Electric Rail- way Company .....	1911-1912, Ch. 37	
Southern Alberta Railway Com- pany .....	1909, Ch. 40	
Strathcona Radial Tramway.....	N.W.T. 1904, Ch. 34	1906, Ch. 45 1907, Ch. 31
Strathcona Central Railway Com- pany .....	1909, Ch. 42	
Taber Transit Company.....	1913 (1), Ch. 44	1914, Ch. 2, S. 22 1916, Ch. 41
Tramways Limited .....	1913 (1), Ch. 48	
Vermilion & Cold Lake Railway Company .....	1906, Ch. 50	1907, Ch. 24



## SCHEDULE "F"

STATEMENT OF EXPENDITURES MADE BY THE LACOMBE  
AND NORTH-WESTERN RAILWAY COMPANY FROM  
MONIES LOANED TO IT BY THE PROVINCE  
OF ALBERTA FROM JANUARY 1st,  
1924, TO DECEMBER 31st, 1924.

*Capital—*

Engineering .....	\$	509.36	
Right-of-Way .....		418.16	
Bridges, Trestles and Culverts.....		41.76	
Ballast .....		310.27	
Lifting and Surfacing .....		315.04	
Fencing .....		64.73	
Crossings and Signs .....		249.05	
Station Buildings, Loading Platforms and Stockyards .....		789.39	
Equipment .....		2,235.42	\$ 4,933.18
			<hr/>

*Reconditioning—*

Engineering .....	\$	718.28	
Tie Renewals .....		4,417.13	
Fencing .....		294.01	
Crossings and Signs .....		8.00	
Telephone Line .....		134.45	
Station Buildings .....		295.26	
Equipment Repairs .....		544.99	\$ 6,412.12
			<hr/>

*Operating Deficit (Balance).....* 772.55

		<hr/>	\$ 12,117.85
Less Balance on hand December 31st, 1923..			7,117.85
		<hr/>	
Loaned by Provincial Government Year 1924			<u>\$ 5,000.00</u>















